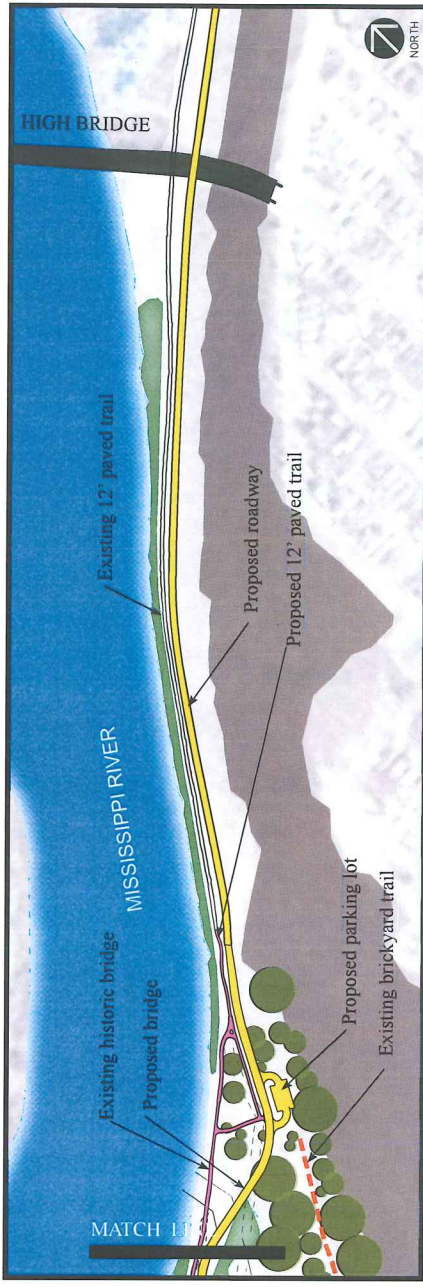


## Transportation Committee Staff Report

Committee date: 7/16/12

<b>Project Name</b>	<b>Roadway, Trail and Environmental Clean Up – Lilydale Regional Park</b>
Geographic Scope	Lilydale Regional Park – 384 acre park along Mississippi River
Ward(s)	Ward 2
District Council(s)	West Side Citizens Organization (WSCO)
Project Description	Project scope includes realignment of existing roadway, regional trail and environmental remediation in Lilydale Regional Park. Roadway improvements will provide 4' wide shoulders for cyclists, a reduced design speed of 25 MPH and best management practices for erosion control and wildlife crossings. Necessitated by the road realignment, the new 12' wide paved multimodal trail segment will provide a continuous connection for the regional trail bringing trail users closer to the river. The environmental remediation portion of the project includes removal and capping of contaminated soils and debris as directed by MPCA creating a gathering area for park users with a shelter and restrooms.
Project Contact	Alice Messer, Parks & Recreation
Contact email/phone	<a href="mailto:Alice.Messer@ci.stpaul.mn.us">Alice.Messer@ci.stpaul.mn.us</a> 651-266-6412
Lead Agency/Department	City of Saint Paul / Department of Parks and Recreation
Purpose of Project/Plan	Improve roadway, regional trail connections within Lilydale Regional Park. Create gathering area for park users. Address environmental contamination issues by capping the former Lilydale Park Dump Site.
Planning References	Approved Metropolitan Council master plan amendment for Lilydale Regional Park – January 2010
Project stage	Construction Document development
General Timeline	EAW public comment period to close July 11, 2012. Construction to begin after Record of Decision and Conditional Use Permit received. Anticipate fall 2012.
District Council position	
Level of Committee Involvement	Advise and consent
Previous Committee action	none
Level of Public Involvement	Task force and WSCO involvement in approval of master plan for Lilydale Regional Park
Public Hearing	Yes
Public Hearing Location	Planning Commission for Conditional Use Permit
Primary Funding Source(s)	Metropolitan Council Legacy Funding, Metroparks CIP, Parks Conservancy and road turn back funds from Ramsey and Dakota County
Cost	\$8.6 million – to be constructed in phases

Staff recommendation	Staff recommends support of the plan by the Transportation Committee
Action item requested of the Committee	Approval
Committee recommendation	Approval
Committee vote	10-0 (abstained: Spaulding)



## LILYDALE REGIONAL PARK

## MAP 2

### CURRENT PROPOSED PARK IMPROVEMENTS

**city of saint paul**  
**planning commission resolution**  
**file number** \_\_\_\_\_  
**date** \_\_\_\_\_

**Recommendation of Roadway, Trail, and Environmental Clean Up Plans for  
Lilydale Regional Park**

WHEREAS, the City of Saint Paul Parks and Recreation Department worked with a Community Design Advisory Task Force to develop a Master Plan Amendment for Lilydale Regional Park; and

WHEREAS, the Parks and Recreation Commission recommended approval to the City Council on September 9, 2009; the St. Paul City Council approved the Master Plan Amendment on October 21, 2009; and finally the Metropolitan Council approved the Master Plan Amendment January 2010; and

WHEREAS, the City of Saint Paul Parks and Recreation Department hired a consultant to develop phased implementation of the Master Plan for Lilydale Regional Park including roadway, trail and environmental cleanup construction plans; and

WHEREAS, these planned improvements were presented to the Transportation Committee of the Planning Commission on July 16, 2012; and

WHEREAS, the Transportation Committee recommended approval of these improvements for Lilydale Regional Park, and

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission approves the roadway, trail, and environmental clean up plans for Lilydale Regional Park.

**moved by** \_\_\_\_\_  
**seconded by** \_\_\_\_\_  
**in favor** \_\_\_\_\_  
**against** \_\_\_\_\_

## Transportation Committee Staff Report

Committee date: August 13, 2012

<b>Project Name</b>	Charles Avenue Project
<b>Geographic Scope</b>	On Charles Avenue from Aldine Street to Park Street
<b>Ward(s)</b>	Wards 1 & 4
<b>District Council(s)</b>	Hamline-Midway (11); Thomas Dale (7)
<b>Project Description</b>	This project seeks to implement bicycle and pedestrian improvements on Charles Avenue between Aldine Street and Park Street. Traffic circles, median closures, a raised intersection and mid-block bump outs are proposed as identified in the attached plan sheet and table. The bicycle facility will be a shared facility identified with sharrows. The entire corridor will receive bike specific signs including bike lane signs, route marker signs and revised name blade signs.
<b>Project Contact</b>	David Kuebler & Christina Morrison
<b>Contact email/phone</b>	<a href="mailto:David.kuebler@ci.stpaul.mn.us">David.kuebler@ci.stpaul.mn.us</a> , 651.266. <a href="mailto:christina.morrison@ci.stpaul.mn.us">christina.morrison@ci.stpaul.mn.us</a> ; 651.266.6217
<b>Lead Agency/Department</b>	St. Paul Public Works & PED
<b>Purpose of Project/Plan</b>	<p>By developing a strategy that implements complimentary soft and hard infrastructure elements such as signing, striping, traffic circles and median refuges the focus of a roadway shifts such that other users, i.e. non-motorized users, are more mainstream. A roadway that is more inclusive is a facility that is safer for all users, conveys a positive image about the neighborhood and the city, and allows the intergration of walking and biking as an alternative to vehicular travel.</p> <p>The purpose of the Charles Avenue project is to provide a major east/west corridor for non-motorized users that:</p> <ul style="list-style-type: none"> <li>• Compliments other transportation modes.</li> <li>• Is an alternative to University Avenue with respect to bicycle transportation since bicycle specific facilities are not provided on University.</li> <li>• Provides direct access to businesses along University.</li> </ul>
<b>Planning References</b>	Transportation Chapter of Comprehensive Plan; Central Corridor Bike Walk Action Plan; University Avenue Station Area Plans
<b>Project stage</b>	Preliminary Engineering
<b>General Timeline</b>	Construction spring/summer 2013
<b>District Council position (if applicable)</b>	District 11 has passed a resolution per the attached email. District 7 is supportive of the project.
<b>Level of Committee Involvement</b>	Advise/consent
<b>Previous Committee action</b>	None
<b>Level of Public Involvement</b>	In 2010 a neighborhood collaborative formed for the purpose of reviewing how to improve the nonmotorized environment adjacent



	<p>to the CCLRT, since dedicated bicycle facilities are not provided on University Avenue. Over the past year this collaborative has been working with TLC, who in turn retained the services of a consultant, to develop ideas on how to meet the goal of the collaborative. Through a series of block parties and neighborhood involvement campaigns, which included neighborhood sponsored meetings on May 8, June 2, and June 12, improvement elements were reviewed and then either included or excluded from a corridor "package" that culminated in a "30%" plan set from the consultant. The ideas developed by the consultant in their plan set were then brought to the City for City consideration relative to implementation. A revised concept was vetted during a neighborhood review process that included a meeting on July 17 and an open house on July 25, both of which were sponsored by the City. The culmination of the review process is the concept plan as shown in the attached exhibit.</p>
Public Hearing	September 5, 2012
Public Hearing Location	City Council
Primary Funding Source(s)	Federal
Cost	Construction cost: TBD => A number of project elements included in original project scope may be reduced to meet budgeted funding.

Staff recommendation	Approve public hearing draft
Action item requested of the Committee	Approval
Committee recommendation	Approval, with the additional recommendation to leave Sherburne and Snelling as the closed intersection that exists today, rather than open Snelling to vehicle turns at Sherburne as proposed by staff
Committee vote	10-0 (Thoman abstained)

**Sent:** Wednesday, August 01, 2012 5:02 PM

**To:** Morrison, Christina (CI-StPaul)

**Subject:** HMC Support for Redesign/Reconstruction of Charles Avenue

Christina,

At its meeting on July 17, 2012, the Hamline Midway Coalition Board of Directors adopted the following resolution in support of the Friendly Streets Initiative and the redesign/reconstruction of Charles Avenue:

WHEREAS, the Bike Walk Central Corridor Action Plan, adopted by the City of Saint Paul on May 5, 2010 includes the following as a priority recommendation for Charles Avenue: "Create a bike boulevard from Prior Avenue to Mackubin Street. Use a combination of planted neighborhood traffic circles, sharrows, curb bump-outs, and wayfinding signage to provide a quiet route alternative to local traffic visiting University Avenue destinations and connecting LRT stations," AND

WHEREAS, the Central Corridor Friendly Streets Initiative formed during Summer, 2010 as a joint project of the Hamline Midway Coalition and the Frogtown Neighborhood Association to respond proactively to this element of the Bike Walk Central Corridor Action Plan, AND

WHEREAS, the Friendly Streets Initiative has developed and adopted a working definition of a 'Friendly Street' as one that is safe and attractive for local residents and all users in multiple modes, AND

WHEREAS, the Friendly Streets Initiative has engaged over 800 Hamline Midway and Frogtown residents in a discussions about Friendly Streets concepts and the redesign of Charles Avenue via 8 events in 2011 and 2012, and collected the results of these discussions in two detailed reports, AND

WHEREAS, Toole Design Group (TDG), acting in consultation with the Friendly Streets Initiative and the City of Saint Paul, has developed a set of plans for the redesign of Charles Avenue from Aldine Street to Park Street (based, in part, on the Friendly Streets Initiative reports), AND

WHEREAS, there is funding available through the Bike Walk Twin Cities program administered by Transit for Livable Communities to reconstruct Charles Avenue as detailed in the TDG plans beginning as soon as 2013,

THEREFORE, BE IT RESOLVED that Hamline Midway Coalition SUPPORTS the redesign and reconstruction of Charles Avenue as detailed in the plans developed and revised by Toole Design Group and the City of Saint Paul, AND

WHEREAS, the Friendly Streets Initiative has developed creative and successful strategies for engaging local residents in the street redesign process;

FURTHER BE IT RESOLVED that Hamline Midway Coalition will continue to support the Friendly Streets Initiative to: 1) further educate residents about Friendly Streets concepts and practices;

2) make Charles Avenue an even more 'friendly' street by organizing for creative placemaking and additional infrastructure improvements; 3) advocate for more 'friendly streets' throughout the Hamline Midway neighborhood.

**Michael Jon Olson**

Executive Director

Hamline Midway Coalition/District Council 11

[michaeljon@hamlinemidway.org](mailto:michaeljon@hamlinemidway.org)

[www.hamlinemidway.org](http://www.hamlinemidway.org)

651-494-7682





## Charles Avenue Project Public Comment

July 25<sup>th</sup>, 2012 Open House

*These comments have been submitted since the public hearing draft was released on July 25<sup>th</sup>.*

**Total attendance: 65**

**Total comment cards: 42**

- Support the project: 12
  - Support the project *and* Support with concerns: 5
  - Support with concerns: 7
- 

Total support or support with concerns: 24

- Oppose the project *and* Support with concerns: 2
  - Oppose the project: 14
- 

Total Oppose or oppose/support with concerns: 16

- No boxes checked: 1
- Not opposed to project: 1

### **Likes**

- the project in totality: 8
- safer streets for bicyclists and pedestrians: 4
- traffic circles: 3
- the pedestrian islands: 2
- medians: 2
- connection to other bikeways: 1
- thoughtful execution of the plan: 1
- meaningful public involvement: 1
- the fact that 800 people have supported this project over the past two years: 1

### **Concerns**

- access to businesses: 8
- emergency vehicles: 1
- parking: 4
- chicanes: 2
- restricting turns at Snelling/Charles: 1
- traffic circles don't actually work/stop sign removal: 6
- snow removal at traffic circles and intersections: 2
- not enough traffic circles: 1
- not enough space to accommodate traffic circles: 1
- not enough traffic analysis, especially after LRT is done / more traffic on other streets: 6
- Less safe for pedestrians and kids: 2

- the median should be continuous from University to Thomas, NOT open at Edmund:1

### **Other**

- Not enough communication about meetings with businesses and residents: 2
- Unnecessary use of public funds: 4
- Too many bike paths: 1

### **Would like to see**

- speedbumps: 1
- bike lanes closer University: 1
- traffic circles of different sizes/design, to keep drivers alert: 1
- North/south improvements at Hamline: 1
- Rain gardens: 1
- Brickwork at key intersections: 1
- Bike bridge at Snelling: 1
- Wayfinding to local businesses: 1

## Charles Avenue Project Public Comment

Emails, online comments, and phone calls as of 2 pm on August 7, 2012

*These comments have been submitted since the public hearing draft was released on July 25<sup>th</sup>.*

Total emails: 21

Total phone calls: 6

Total online comments: 5

- Support the project: 19
  - Oppose the project: 4
  - Oppose certain elements of the project: 9
- 

### Likes

- Traffic circles: 2
- Medians: 3
- Signage/wayfinding: 1
- An east/west alternative to University: 3
- Better choices/connectivity for biking: 6
- More livable city/neighborhood: 3
- Safety improvements/fewer accidents: 6
- Opening Sherburne to address business access concerns: 1
- Neighborhood-led community process: 6
- Providing safe routes for youth & underserved communities: 3

### Concerns

- Too much signage & paint: 1
- Initial Cost/maintenance costs: 2
- Snow removal/maneuvering of plows: 3
- Business/apartment complex access impact at Snelling/Charles: 2
- Opposed to a median at Snelling/Charles (reason not given): 5
- Traffic on Thomas: 1
- Should be a traffic circle at Charles and Albert: 1
- Opening Sherburne at Snelling will cause new problems: 1
- Traffic on University Avenue not considered/understood: 1
- Traffic on Sherburne: 1
- Kids shouldn't cross at Snelling: 1
- Would make rental properties less attractive: 1

### Other

- Waste of taxpayer resources: 1
- Bicyclists don't follow the rules: 2
- Project not needed: 2

**Would like to see**

- Use Sherburne for commercial parking and bike lanes: 1
- Use University Avenue for bikes: 1
- Use Minnehaha or Thomas for bikes: 3
- Better training/education for bicyclists: 1
- Snelling left open at Charles: 2
- Project implemented in its entirety, ensuring a continuous safe route: 1
- Do not want to see Charles closed

## Preliminary Charles Avenue Project Public Comment

### Comments received at July 17<sup>th</sup> Public Meeting

*These comments were submitted at the July 17<sup>th</sup> meeting, and were used by staff to revise the design and to create a public hearing draft.*

Total attendance: 80+

Total comment cards: 28

Total online comments: 8

Total emails: 1

Likes project as is: 11

Likes project, has some concerns: 18

Opposed to project: 4

Comments not related to the project: 3

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General support, no suggestions or concerns/opposition to other comments: 7

### **Snelling Median**

- Think funeral home needs should be addressed: 4
- Would like to compromise w/funeral home by crossing at Edmund: 5
- Want the median, no compromise: 3
- No median, no compromise: 1
- How would delivery trucks/emergency vehicles get through?: 2

### **Stop Signs vs. Traffic Circles**

- Would like to keep stop sign: 6
- Keep stop sign but include bumpouts: 1
- Likes traffic circles: 5
- Would like to be part of the traffic circle design process/ok with them, but wants it to look good: 4

### **Traffic Calming**

- Likes Speedbumps: 1
- Likes flashing lights: 3

### **Maintenance**

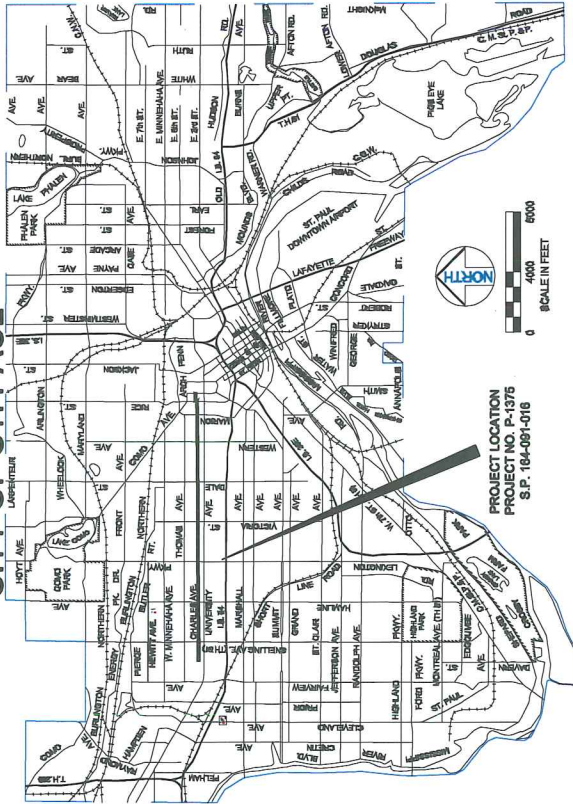
- Concerns about winter and summer maintenance: 3

### **Other**

- Feels that a bike blvd means that you can't drive down your own street: 1
- Bicyclists should follow the rules: 1

- Too much loitering/money should be spent on police: 2
- Would like to see public art: 1
- Would like to see rain gardens: 1
- Need better north/south bike routes, too: 1

# CITY OF ST. PAUL



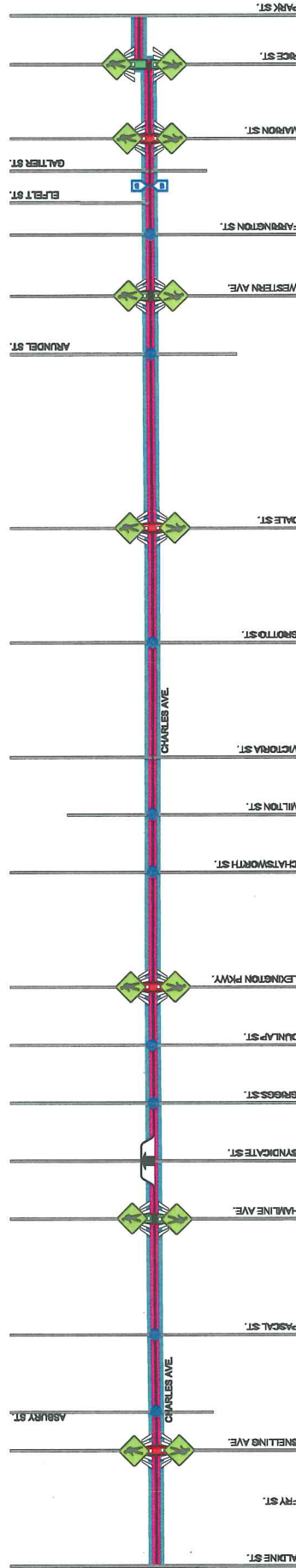
PROJECT LOCATION  
PROJECT NO. P-1375  
S.P. 164-091-016



0 4000 8000  
SCALE IN FEET

## CITY OF ST. PAUL DEPARTMENT OF PUBLIC WORKS AND MINNESOTA DEPARTMENT OF TRANSPORTATION

PROJECT MAP  
OF  
CHARLES AVENUE PROJECT  
PROJECT NO. P-1375  
S.P. 164-091-016



HIGH VISIBILITY CROSSING  
RAISED INTERSECTION  
NEW TRAFFIC CIRCLE



OPEN MEDIAN  
REFUGE  
BUMP OUT



SHARROWS  
SIGNAGE  
ROUTE



NOT TO SCALE

	<p>PREPARED BY: TRANSFORM ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS</p> <p><b>CHARLES AVENUE PROJECT</b></p> <p>ALDINE STREET TO PARK STREET</p> <p>CITY OF ST. PAUL PROJECT NO. P-1375 PROJECT MAP</p> <p>STATE PROJECT NO. 164-091-016</p> <p>DATE: JULY 26, 2012</p>
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**Proposed Charles Avenue Project Elements**  
**7/25/2012**

<b>Location</b>	<b>Proposed Design</b>
Aldine to Park	Bike Blvd Pavement Markings
Aldine to Park	Bike Symbol on Charles Street Name Signs
Aldine to Park	Route Marker & Destination Signs
Aldine (Stop on Charles)	No Change
Fry (Existing Stops on Fry)	Construct Landscaped Traffic Circle in 2017 under RSVP and remove stops
Snelling	Close Charles Intersection to Vehicle Traffic with Concrete Pedestrian Refuge Median. Open up Sherburne to full access, with left turn lanes on Snelling
Asbury (Existing Stops on Asbury)	Landscaped Traffic Circle and remove stops
Simpson (Existing Stops on Charles)	Turn Stops to Simpson
Pascal (Existing Stops on Charles)	Landscaped Traffic Circle and remove stops
Albert ( Existing Traffic Circle)	No Change
Hamline	Construct Concrete Pedestrian Refuge Median Still Open to Vehicle Traffic
Syndicate (All Way Stop)	Raised Intersection and remove stops on Charles
Griggs (Stop on Charles)	Remove Bumpouts, Construct Landscaped Traffic Circle and remove stops
Dunlap (All Way Stop)	Landscaped Traffic Circle and remove stops
Lexington	Close Intersection to Vehicle Traffic with Landscaped Pedestrian Refuge Median, Small islands within intersection to be concrete
Oxford (Stops on Charles)	Turn Stops to Oxford
Chatsworth (Stops on Charles)	Landscaped Traffic Circle and remove stops
Milton (Stops on Charles)	Landscaped Traffic Circle and remove stops
Victoria (Stops on Charles)	No Change
Avon (Stops on Charles)	Turn Stops to Avon
Grotto (Stops on Charles)	Landscaped Traffic Circle and remove stops
St. Albans (Stops on Charles)	Turn Stops to St. Albans
Dale	Close Intersection to Vehicle Traffic with Concrete Pedestrian Refuge Median
Kent (Stops on Kent)	No Change
Mackubin (All Way Stop)	No Change
Arundel (Stops on Charles)	Landscaped Traffic Circle and remove stops
Western	Construct Concrete Pedestrian Refuge Median Still Open to Vehicle Traffic
Virginia (Stops on Charles)	Turn Stops to Virginia
Farrington (Stops on Charles)	Landscaped Traffic Circle and remove stops
Elfelt (Stop on Elfelt)	No Change
Elfelt to Galtier	Mid Block Landscaped Bumpouts
Galtier (Stops on Charles)	Implement All Way Stop
Marion	Close Intersection to Vehicle Traffic with Landscaped Pedestrian Refuge Median, Small islands within intersection to be concrete
Rice	Construct Concrete Pedestrian Refuge Median Still Open to Vehicle Traffic
Park (Stop on Charles)	No Change

**city of saint paul**  
**planning commission resolution**  
**file number** \_\_\_\_\_  
**date** \_\_\_\_\_

**Recommendation on Charles Avenue Project**

WHEREAS, the Bike Walk Central Corridor Action Plan designates Charles Avenue as a preferred bikeway route to serve local trips, and to provide a nearby “quiet” route to serve University Avenue destinations and LRT stations; and

WHEREAS, the Bike Walk Central Corridor Action Plan recommends neighborhood traffic circles, pedestrian refuge medians, wayfinding, and traffic diversion at major streets as key components of a safe and legible Charles Avenue bikeway; and

WHEREAS, the Central Corridor Friendly Streets Initiative formed in 2010 as a joint project of the Hamline Midway Coalition and the Frogtown Neighborhood Association to respond proactively to this element of the Bike Walk Central Corridor Action Plan, and;

WHEREAS, the Friendly Streets Initiative has engaged over 800 Hamline Midway and Frogtown residents in a discussions about Friendly Streets concepts and the redesign of Charles Avenue via eight events in 2011 and 2012, and collected the results of these discussions in two detailed reports, and;

WHEREAS, project elements include enhanced pedestrian signage, pedestrian and bicycle refuge medians, a raised intersection, bump outs, bicycle boulevard wayfinding and pavement markings, route marker and destination signage, concrete and landscaped traffic circles, and stop signs; and

WHEREAS, the City hosted two community events on July 17 and July 25, 2012, where a combined 150 people attended and provided input into the design process; and

**moved by** \_\_\_\_\_  
**seconded by** \_\_\_\_\_  
**in favor** \_\_\_\_\_  
**against** \_\_\_\_\_

WHEREAS, the Hamline Midway Coalition voted on July 17, 2012 to approve the project, and Frogtown Neighborhood Association has shown strong support and participation in the plan; and

WHEREAS, the project is consistent with numerous sections of the City's Comprehensive Plan, the Central Corridor Development Strategy, the University Avenue Station Area Plans, the Bike Walk Central Corridor Action Plan, and the City's Complete Streets policy; and

WHEREAS, the Transportation Committee voted on August 13, 2011 to approve the project as presented to the Committee, with the additional recommendation to leave Sherburne and Snelling as the closed intersection that exists today, rather than open Snelling to vehicle turns at Sherburne;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends the Charles Avenue Project to the Mayor and City Council as recommended by the Transportation Committee.